

Every farmer who talks maximum profits instead of maximum production is aiding Germany.

If the war risk submarine insurance is going down, it means that fewer allied ships are.

There seems to be a wide diversity of opinion, however, as to what constitutes one's best.

Burbank has evolved a super-wheat, and there will be just that much more to refrain from using.

The production of foodstuffs now asserts itself as an even higher duty than their conservation.

One swallow does not make a summer—but in these war times two swallows often make a meal.

It is suggested that paper packing cases be used to save wood. But what will be proposed to save paper?

Oh, well, what if funeral costs have gone up? Everybody is willing to do without them and help win the war!

"Most girls fancy a soldier boy with blue, black, brown, or gray eyes," says the Toledo Blade. Any kind but pink.

Many a well-meaning man in days gone by was doing the kaiser's work unknowingly when he talked as a pacifist.

Among other animals that we might eat if we could catch them are the wampus, the bandersnatch and the snark.

If war could get rid of the gossips and scandal mongers as well as the loafers much good would be accomplished.

It is said that a large number of farmerettes have stopped posing for their pictures in order to devote a little time to farming.

There is glory enough for all. Whether in buying a thrift stamp or in war gardening the least obtrusive patriot can carry on.

The profiteer who makes money out of selling puttees to the government probably figures patriotism covers a multitude of sins.

Croquet is reported to be the most popular game among the French soldiers. Haven't the Yanks introduced them to poker yet?

A suit which has been brought for the alienation of the affections of a man now dead suggests various interesting questions bearing on a future life.

The United States wheat crop this year will be close to a billion bushels, which, when he hears about it, will make Kaiser Bill bite his bread card full of holes.

In view of the increasing scarcity of walnut timber, it would seem to be about time for some inventive genius to discover or devise something equally good for use as gunstocks.

Food control is now costing the government twelve millions a year. If the government could only control the profiteers, the people would be willing to pay twelve millions a week.

What could you have expected of a slacker, anyway? If he is coward enough to hide behind the skirts of the wife he is too worthless to support, he will still remain too worthless to support her.

A movement has been started to stop pessimistic letters from home to the men in the cantonments. While we are about it, why not stop them to the men overseas, and then eliminate them altogether?

It's wonderful the way nature steps in and repairs shortages in some things. You didn't notice any dandelion shortage, did you?

The woman who wants to find her soul will not fail to locate it if she is not afraid to walk the path that winds between duty and sacrifice.

Dairymen are endeavoring to find an American name for Limburger cheese, which they say isn't really German anyhow. Then how do they account for the smell?

Every time we read of the glorious achievements of American airmen we are entitled to take another whack at the weeds in the war garden.

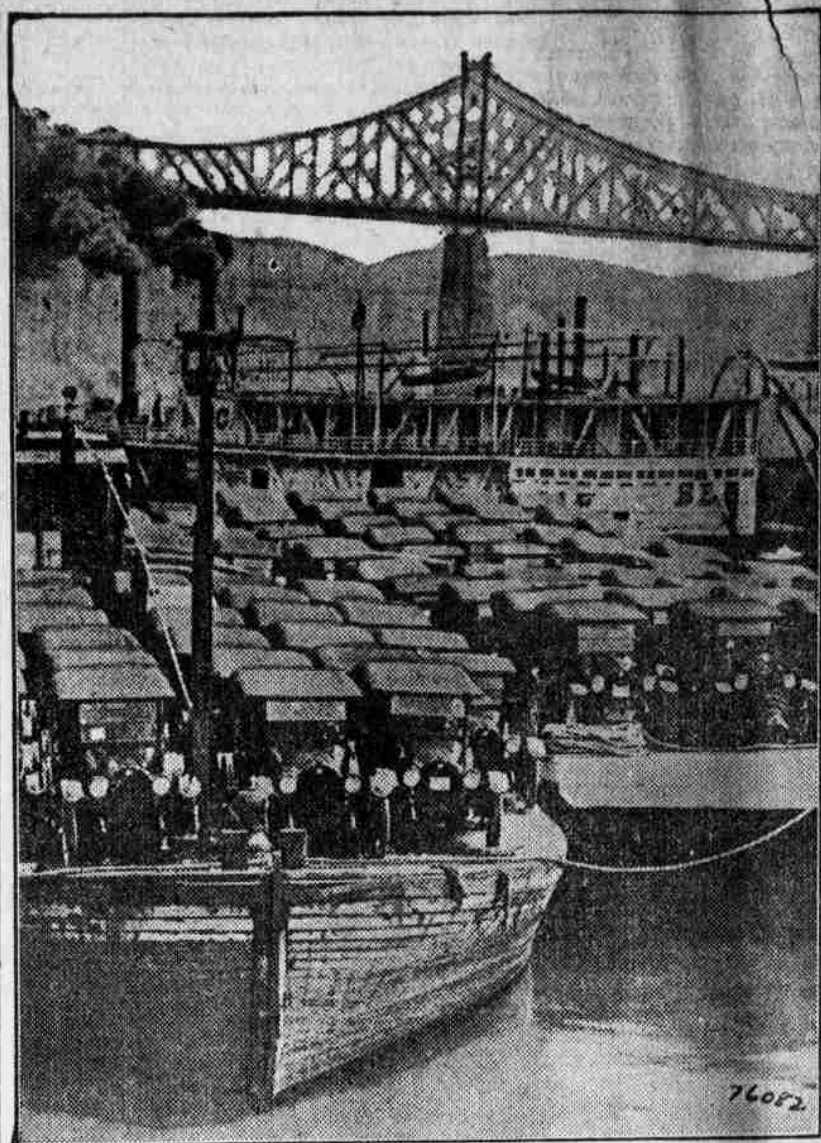
Germany would like to stop the bombing of German cities. There are several other things it will wish to stop before this argument is decided.

Perhaps the charge rapidly becoming popular among wives seeking divorces that the husband is pro-German may be merely a general indication of how much the wife hates him.

If one feels that one hasn't given enough to the war chest—and the published contributions indicate that more than one hasn't—there is nothing to prevent one's giving more. Nothing will relieve an uneasy conscience more quickly.

The Spanish government has decided to make October 12 a national holiday, in celebration of the discovery of America by Columbus. With the exception of the central powers, all Europe ought to feel like celebrating the discovery of America.

SHIPPING AUTOMOBILES TO SOUTHERN POINTS ON OHIO RIVER BARGE FLEET



This photo shows two barges loaded with automobiles ready to leave Cincinnati for Southern points along the Ohio river. It was the first time that automobiles were shipped this way. Because of rail transportation difficulties, the Ohio river has become a vital carrying line to the South.

TO MAKE TRAFFIC CONDITIONS SAFE

Washington Police Support National Movement for Inspection of Auto Brakes.

SPECIAL DUTY FOR OFFICER

One Thing Which Stands Between Motorist and Truck Driver and Fatality—Cars Must Be Properly Equipped in Capital.

The effect of war-time activities is probably evidencing itself more upon the civilian life of the nation's capital than in any other city of the United States. The quiet and dignified lure of Washington has given way to every requisite of a busy metropolis. The steady stream of humanity which daily finds a mecca in this melting pot of the world has necessitated many changes in civilian as well as military life.

The greatest problem which any district official has had to face has been the problem of handling the increased amount of traffic, writes Walter A. Birmingham in Chicago Evening Post. With at least 100 per cent more automobiles and trucks on the streets, it has been up to Maj. Raymond Pullman, superintendent of metropolitan police, to make traffic conditions as safe as they were in "antebellum" days. This he has accomplished, first because of adequate police regulations, and, second, because his force is seeing that they are carried out to the letter.

Enforce Brake Law. Speeding and glaring headlights are not the only motoring evils which are not tolerated. Drivers of cars in Washington soon realize that they must keep their brakes in perfect condition. Major Pullman is one of the most prominent officials who are supporting the national brake-inspection movement. In order that this point shall not be overlooked, either through carelessness or direct violation of the law, he has one of the best men of his force make the watching of brakes his special duty. This man is Lieutenant Albert J. Headley.

Any time of the day you can see Lieutenant Headley jump from his bicycle and take up a position near one of the crowded downtown corners. If a car cannot stop within a reasonable distance, the driver soon finds himself at the nearest station-house, making an explanation.

May Adopt Thermoid Chart.

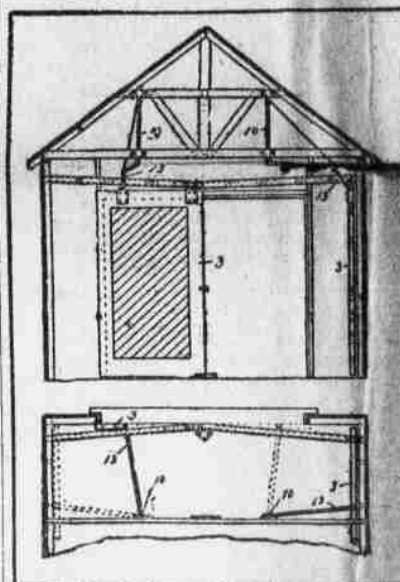
Lieutenant Headley says that he considers properly adjusted brakes the one thing which stands between the motorist and truck driver and fatality. He is considering the adoption of the thermoid brake inspection chart, giving the exact distance in which a car should be stopped when equipped with properly constructed brakes, as, for example, the thermoid hydraulic compressed brake linings. Motorists in the national capital may be compelled to stop by this chart.

The District of Columbia police regulations say that all cars must be "properly equipped," and the department considers well made and properly adjusted brakes the most important part of the automobile equipment.

DOOR FOR SMALL BUILDINGS

Minnesota Man Has Just Patented Combination of Sliding and Swinging Device for Garage.

For small garages and other buildings where there is not sufficient space to have a door swinging inward on hinges, nor is the edifice wide enough to accommodate sliding doors, Ole



Elevation and plan of the garage door that swings back, with a motor arm almost touching it; 3, door; 10, crank arm.

Hager of Dovray, Minn., has just patented a simple combination of sliding and swinging door.

How this works will readily be understood after an examination of the accompanying diagrams. The door 3 is hung from a crank arm 10, so that when pushed back it swings inward from the closed position on the left of the two diagrams to the open position on the right.

It will be observed that it does not swing in a semicircle from hinges, but moves around backward, as it were, thus leaving plenty of room in the garage for a car to stand almost touching the doors.

FUEL MIXTURE FOR MOTORS

Twenty-Five Per Cent Gasoline and Benzol With 50 Per Cent Alcohol Works Well.

Alcohol has been frequently suggested as a possible fuel for automobile driving, but it is not found to be entirely satisfactory, says Scientific American. Benzol also has been tried, and, while satisfactory, it, too, is not produced in sufficient quantities to become the universal fuel, and it would not be desirable to build several different kinds of motors to use the different fuels. A mixture of the available fuels naturally suggests itself, and experiments that have been made show that alcohol does not mix properly with gasoline, but benzol dissolves both alcohol and gasoline. It has been found that a mixture of 25 per cent each of gasoline and benzol with 50 per cent of alcohol, works very satisfactorily in our present vehicle motors, and as these proportions correspond fairly well with the output of the various ingredients that may be anticipated, this may prove to be the solution of the fuel problem—unless advances are made in the design of crude oil motors.

Trucks for Farmers. Trucks are in common use among farmers—practically every farm automobile is a truck.

CHILD LABOR LAW IS HELD INVALID

United States Supreme Court Restrains Government From Enforcing It.

FOUR OF JUSTICES DISSENT

Declaring the 1916 Measure Unconstitutional, the Court Also Removes Restriction on Employees of Carolina Cotton Mill.

The federal child labor law of 1916 forbidding interstate shipment of products of child labor was declared unconstitutional and invalid by the Supreme court.

Injunctions restraining the government from putting the statute into effect and from restraining a Charlotte (N. C.) cotton mill from discharging children employed by it, were sustained by the court.

Justices Holmes, McKenna, Brandeis and Clarke dissented.

The attack on the constitutionality of the federal child labor law originated in North Carolina, where Judge Boyd of the federal court at Greensboro held the statute invalid. The government appealed to the Supreme court.

The law prohibited the interstate shipment of articles produced in factories employing children under fourteen years old. The measure aimed to strike at the evil through interstate commerce. Judge Boyd in ruling the law invalid said:

"Congress can regulate trade among the states, but not the internal conditions of labor."

The chief objection to the measure centered in the South, among the cotton mill owners who exploited that class of labor. A group of Southern Democrats fought the bill bitterly all through congress.

The bill provided that the products of children under a specified age shall not be transported in interstate commerce. The age is sixteen in mines and quarries and fourteen in mills, canneries, workshops, factories, and manufacturing establishments. Children under sixteen may not work in any event more than eight hours a day and six days a week, nor between the hours of seven o'clock at night and seven in the morning.

Many Japanese girls are making their living by work formerly done exclusively by men.

War and war work has deprived New York state firms of 35,000 laborers in the last year.

The government has established a women's division of the United States employment service.

Plumbers at Limerick, Ireland, struck when refused an increase of \$2 a week in their wages.

A wave of organization has struck shop employees of the Atchison, Topeka and Santa Fe railroad.

An all-Ireland conference is to be held to consider the question of food supplies for that country.

Washington reports a surplus of labor all over the states with the exception of the Gulf coast.

The Kentucky illiteracy commission is teaching thousands of men of draft age how to read and write.

The Sailors' Union of the Pacific reports that over one-half of the benefits paid out by this organization in 1916 was for reading and educational purposes.

An Englishman has invented a periscope to be mounted in a locomotive cab to enable an engineer to see the track ahead of him or the whole of his train.

Nine-tenths of the 240,000 accidents that occurred in Pennsylvania last year were preventable, according to Harry A. Mackey, chairman of the workmen's compensation board.

The secretary of the Kentucky State Federation of Labor has been dismissed from the Louisville fire department by the board of public safety because he organized a union of firemen.

The executive board of the Washington state federation of labor has recorded its protest "against any and all proposed amendments to existing immigration laws that will admit of any greater freedom for entry of Chinese labor."

A state supreme court decision handed down at Boston denies a labor union the right to say how many men shall be utilized on any job.

In Germany working hours of all plants have been increased from eight hours a day to ten and even twelve at the same rate of wages.

For workers about electric railroads a shovel has been invented with an insulated handle to protect them should the blade touch a charged wire or rail.

PLANS CORNER IN LABOR

Distribution of Workers Will Hereafter Be Under Government Control.

Washington.—Nonessential industries must sacrifice millions of workers under a labor recruiting plan being worked out by the labor policies board to speed war production.

War industries, including agriculture, will need approximately four and one-half million workers in the next six or eight months, tentative figures show. No labor, skilled or unskilled, is to be had in the open market.

Means of drawing these workers from non-essential industries with as little disturbance as possible to the country's economic life has been put up to a committee.

A subcommittee is to consider a zone plan by which labor quotas would be apportioned among the nonessential industries of all states.

Under the plan outlined so far by the policies board the government will establish a corner on the country's labor market through a centralized recruiting and distributing agency.

Private and public employers engaged in war production will apply to this agency whenever men are needed. A priority committee of the board may be created to pass on such demands and decide which shall be supplied first.

LABOR NOTES

Virginia's workmen's compensation bill was vetoed.

New Mexico and Maryland have adopted the state-wide referendum, but not the initiative or recall.

An additional war bonus to be given to the police of the city of London will amount to \$60,000 a year.

A nine-hour work day and a living wage have been won by the working women of the state of Kansas.

More than 68,000 women work in Massachusetts factories and mills at a wage of less than \$9 a week.

British government exchanges filled a daily average of 5,361 vacancies during the four weeks of November.

Wage increases of \$2 to \$4.50 a week have been negotiated by the Frisco Garment Cutters' union.

Dallas (Tex.) inside electricians have secured wage increases of 10 cents an hour or 80 cents a day.

It is proposed to order women employed at the British ministry of munitions to wear a khaki uniform.

Toronto stationary engineers have decided that their wage scale for the future shall be 40 cents an hour.

Pennsylvania's 150,000 anthracite miners are now mining approximately a quarter of a million tons a day.

According to the London (Eng.) Taxicab Drivers' union, there are still about 2,000 drivers out on strike.

It is proposed to give London (Eng.) firemen an increase of 15 shillings (\$3.75) a week until after the war.

There are now 5,063 prisoners of war in England working in agriculture and 1,400 more are to be employed.

The department of labor is conducting a drive to enlist 250,000 men for future needs of shipbuilding yards.

Organized workers, farmers and co-operators have formed the California Union of Producers and Consumers.

Peat brick are being retailed in Dublin at a penny each, instead of three for a penny, the price before the war.

Seventy-nine per cent of the women employed in the large establishments of Germany are being made to work from eleven to thirteen hours a day.

The streets committee of London, England, has granted a bonus to all its outside employees until the close of the war, which will amount to \$40,000 per annum.

Frank Morrison, secretary of the American Federation of Labor, wants a law passed fixing rents. He blames much of the existing unrest on profiteering of this character.

Cleveland Iron Molders' union has adopted a new wage scale, in effect the first of the year. Rates of \$4.50 for a nine-hour day are changed to read "\$6 for an eight-hour day."

Boston public school officials announce that the appropriation estimates for the year will include increases of \$96 for elementary teachers and \$120 for principals and subprincipals.

Jamaica annually furnishes from 8,000,000 to 9,000,000 bunches of bananas to the United States.

The buying power of the dollar has been reduced 40 per cent in the last ten years and the average prices for the same period have risen 63 per cent.

These Days of High Prices. Robert's grandfather gave him a penny to spend, and Robert said: "Grandpa, you must remember everything costs more. I can't get much candy for a penny."

A Prayer for Each Day

By REV. B. B. SUTCLIFFE
Extension Department, Moody Bible Institute, Chicago

TEXT—Teach me thy way, O Lord.—Ps. 25:1.

The text is a prayer which every Christian would do well to use daily. There are three reasons why this prayer should be constantly offered.

I. The Need of Instruction. We are by nature incapable of knowing the way of the Lord. Naturally we are in ignorance concerning spiritual things. God must reveal his way to us and he does so in answer to such a prayer as this.

But prayer presupposes a spirit of meekness. If meekness be absent we will pray in vain, for it is unto the meek he shows his way. Moses was called the meekest man, hence it is said, "He made known his ways unto Moses." If we would know his way we will in meekness pray, "Teach me thy way, O Lord."

Our proneness to wander is another reason for using this prayer daily. We are naturally inclined to choose our own way because it seems right, forgetting "there is a way which seemeth right unto a man, but the end thereof is the way of death." There may not be much difference between our way and his at first, but however slight at the beginning the end will be the difference between life and death. Like a clock losing a second or two each day, so the error of our own way may be hardly noticeable at the start. It must daily be corrected. The daily prayer for instruction will guard the believer from his ignorance and proneness to wander.

II. The Need of Personal Instruction. It is said God makes no two things exactly alike. So each Christian has his or her own peculiarities. Each one has peculiar problems and difficulties which confront no one else. Many things are common to all believers, but each has some things which are peculiar. It is this peculiarity of problem or difficulty which causes the need of personal instruction. Only the Lord knows all the circumstances and only the Lord knows all the way. Others may know much; they cannot know all. Hence the advice of others, however well intended, and however wise the giver, can never take the place of the advice the Lord gives. And the instruction of others, however good and godly the giver, can never take the place of the instruction of the Lord. The church of God is made up of units and each unit has its own peculiar part to perform. Without the personal instruction of the Lord some Christian may be found doing another's work while his own lies neglected. As the body is one and yet has many members and each member its own office, so is the Church. Two questions must be asked by each Christian—"Am I in the Lord's way?" and "Am I in the Lord's way for me?"

III. The Need of Divine Personal Instruction.

This need arises because of the Christian's threefold enemy ever lurking beside the path and ever ready to lure astray. The world will present many alternatives for the Lord's way and bring them to the believer's attention so craftily that unless fortified by this daily prayer the feet will unconsciously stray away from the right path even where the desire not to stray may be found. Only the Lord can discern all the twists and turns of the world. It is not merely the evil world but that religiously seeming godly world which holds the danger for the Christian. It will be satisfied if it can induce the believer to do good. If the good is done in a wrong way. Because a thing is good it does not necessarily follow that it is good for each Christian to do. Only the Lord knows what is good for each one, and he must be looked to for the needed instruction. The flesh also is ever on the alert to lead astray. The Lord alone can divide between the soul and spirit or between what the Christian is by nature and grace. Hence the Lord alone can be relied upon for instruction. And lastly, the Devil assumes the appearance of an angel of light, and he can so work on the conscience as to make one think that one should do evil. Paul says, "I verily thought I ought to do" certain things, but later he confesses he was at that time "a blasphemer and injurious."—I Tim. 1:13. The Lord alone can see and guard against the Devil's wiles and devices, hence the Lord alone can give proper instruction.

In view of our natural ignorance and proneness to wander, in view of our peculiar problems and difficulties, and in view of the world, the flesh and the Devil, our safety lies in this daily prayer, "Teach me thy way, O Lord."

The Simple Truth. There is nothing so strong or safe, in any emergency of life, as the simple truth.—Dickens.

Daily Optimistic Thought. The Christian is rewarded when life is ended.

There is nothing so strong or safe, in any emergency of life, as the simple truth.—Dickens.

Daily Optimistic Thought. The Christian is rewarded when life is ended.